

97% Of Indianapolis Laundry Drivers Join Teamsters' Union

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The Indiana Teamster

"Serving the Indiana Teamster Movement"

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No. 8

LOCAL 716 DEMANDS BUILDING PACT

HURRY TO SIGN WITH LOCAL 188

With the threat removed of being fired if they joined the Teamsters Union, 285 drivers for 34 major laundries and dry cleaning establishments in Indianapolis have jumped at the chance of joining Teamsters Local 188, headed by C. E. Davis.

This is 97 per cent of all drivers employed by the 34 plants.

The drivers appeared voluntarily at a meeting at 28 West North street and voted, with three dissenting votes, to abide provisions of a contract signed between 27 of their employers and three AFL unions on March 31 last.

It was explained that since signing of the contract seven more employers had come into the agreement.

The fact proves what everybody knowing labor conditions has suspected all along. The current campaign by Indianapolis newspapers to villify both parties to the laundry contract is one of the most grotesque pieces of misreporting the news, at least respecting the laundry drivers, in the his-

(Continued on Page 4)

First Evansville Roadie Entries

EVANSVILLE—"First Entries" in Evansville's second annual Truck Roadie, scheduled for June 18 and 19, are William Grant and Harold Jourdan of the Hayes Freight Lines, Inc.; Donald Hawkins, Gerard Motor Express, Inc., and Charles Miller of the Charles Nunn and Sons Milling Co.

Mr. Grant has been entered in the Tractor-semitrailer class and the other three in the straight truck class.

None of the four has had a motor vehicle accident, chargeable or non-chargeable, between April 15, 1948, and April 15, 1949. During that period Mr. Grant has operated his vehicle for 12,000 miles; Mr. Jourdan, 9,000 miles; Mr. Hawkins, 80,000 miles, and Mr. Mueller, 30,000 miles.

There are more and better awards for this year's contest, according to Ivan Martin, Chamber of Commerce Safety department manager.

Clyde Birdsong, president of the Chauffeurs, Teamsters and Helpers Union No. 215 is chairman of the awards committee.



INVEST IN U.S. SAVINGS BONDS

An original '49 covered wagon was exhibited on Monument Circle, Indianapolis, then taken elsewhere in Indiana, to celebrate the opening of the U. S. Savings Bond Opportunity Drive.

City Freight Workers Receive 8 Cents an Hour Increased Pay

Approximately 1,200 truck drivers, freight handlers and dockmen, all members of Teamsters Local No. 135, Indianapolis, headed by E. J. Williams, have won an eight-cent-an-hour wage increase.

The increase was granted by the Indianapolis Motor Truck Operators Association which is composed of some 100 firms. D. S. Harris was chairman of the

truck operators' negotiating committee, while the Teamsters were represented by E. J. Williams and Fred Marshall, union president. The raise brings wage scales to \$1.40 an hour for drivers and \$1.30 for freight handlers and dockmen.

The increase was made under a 1 1/2-year contract between the union and the association. The pact can be opened November 15, 1949 for wage adjustments.

Why People Are Afraid to Ride In the Scab Cabs of Indianapolis

On May 18 the Red Cab Company admitted that it is continuing to employ John W. Sutton as a driver of one of its cabs.

As such he is driving the highways of Indianapolis, guardian of the lives of his passengers, licensed by the Board of Public Safety on the theory that he is perfectly responsible to be entrusted with a public motor vehicle in public traffic.

On May 10, just a few days ago, the "Indianapolis Times" reported as follows:

Yes, Ervin McClain is a policeman.

A taxi-driver, John W. Sutton, 35, of 1405 College Ave., found that out yesterday after Lt. McClain chased him from the intersection of Alabama and Walnut Sts. to his home.

Lt. McClain stopped at Alabama and Walnut Sts. for the red light. The taxi cut in front of him.

"I'll shove you into the curb," shouted the driver of the cab.

Lt. McClain, who was wearing plain clothes, showed his badge.

"Aw, you're not a policeman," jibed the driver, shifting gears and taking off.

At his home, the driver refused to come out of the house. So Lt. McClain summoned two officers, who arrested Sutton on charges of reckless driving and disorderly conduct.

(Continued on Page 3)

New Evansville Taxi Contract

EVANSVILLE — Members of the Taxicab Drivers Local No. 11 have voted to renew the contract which was in force last year, according to Lloyd Rhoads, secretary-treasurer of the local.

The contract was ratified by the complete membership and will run for a year.

Drivers agreed to renewal of the contract under which they operated the past year, due to a levelling off of economic conditions, local officials state.

Drivers work straight time on a 48-hour week with overtime for seventh day.

Some 225 drivers for Yellow, Liberty and Empire cab lines are affected.

MEMBERS AUTHORIZE COMMITTEE TO STRIKE

By HARRY HUDSON

Teamsters Union No. 716 has signed two good contracts recently—with the Bornman Transfer Co. and General Electric and is now negotiating for agreements with several electrical contractors.

Meanwhile, 400 members of this local have voted to strike, if necessary, to obtain an agreement with employers in the building trades.

The Bornman Co. hauls plumbing materials for the Central Supply Co. Its new agreement gives greatly improved working conditions for our members in its employ. The contracts, effective as of May 1, 1949, can be reopened for wage discussion on August 2, of this year and will terminate August 2, 1950.

Agreement with the West Georgia Street branch of General Electric Co. also greatly increases working standards for our members, employed as drivers and warehousemen. It is effective for one year, starting May 1, 1949 and can be reopened for wages September 8, 1949. It was negotiated for the union by Edward T. Carlson, president, and Henry C. Dippon, committeeman.

ELECTRICAL CONTRACTS

Contracts are now open with the following electrical contractors:

Sanborn Electric Co.
Hatfield Electric Co.
Watson-Flagg Engineering Co.
W. H. S. Electric Co.

An early meeting is scheduled with these employers.

BUILDING TRADES

Four hundred drivers, helpers and mechanics employed by members of the Building Contractors Association of Indianapolis are working under a contract which expired April 30 of this year.

To date two meetings have been held with Thomas A. Berling, chairman of the Wage and Working Agreement Committee of the association and proposed demands presented by the union committee, headed by Edward T.

(Continued on Page 4)

Terre Haute (144) Teamster Named Driver of the Month

The Indiana Motor Truck Association has designated Leon Brown, of Teamsters Union No. 149, Terre Haute, as Indiana "Driver of the Month" for March.

Brown is employed by Gerard Motor Express of that city. Jack Infange, operations manager for the company, gives the story thus:

In the early morning hours of March 15, Leon Brown was on a regular run from Terre Haute to Evansville, driving a new tractor and mechanical refrigerator trailer.

Encountering one of those unexpected late winter storms that was half rain and half snow, he was proceeding with due caution on the slippery roadway. Approaching a curve near Oaktown, Brown became aware of a car rapidly overtaking him from the rear, and, to his dismay, there was traffic coming in the opposite lane. The upcoming car started to pass him as they entered the curve.

A car that was coming toward them turned into a country lane in time to avoid a head-on collision, but by this time the car coming up from the rear was abreast of Brown's truck. Suddenly the passing car went into a spin and gyrated directly in front of the truck. The truck driver had two choices—hit the car or leave the highway and risk loss of his life and the new equipment.

As any professional driver is expected to do, Leon Brown put safety of other highway users above personal risk to his own life and limb and swung his outfit off the road.

Shoulders of the road were like quicksand at that point and as the wheels left the pavement they were gripped like a vise, putting

(Continued on Page 3)

HOW SOME POLITICIANS LIE

With prejudice against working people, so typical of professional labor-hating politicians, Congresswoman Cecil Harden recently sent out what she called a "questionnaire" on Taft-Hartley repeal and other problems before Congress, and gave the answers to the newspapers of her district.

Mrs. Harden's district, the Sixth, runs from the Wabash river east to Noblesville and includes the farmers of four counties who voted for her in the last election.

Her district also includes Terre Haute, Clinton, Crawfordsville and other industrial centers which gave most votes to her Democratic opponent, Jack O'Grady.

Therefore, in obtaining what purported to be a cross-section of sentiment among people of her district, Congresswoman Harden by-passed the industrial section and canvassed the pastoral people most likely to share her trend of thought.

Sure enough, she got this Galloped poll of public opinion on Repeal of Taft-Hartley Law: For 46; Against 456.

Modification of Taft-Hartley Law: For 140; Against 288.

And so Madam Harden can now vote with the other reactionary Republicans and poll tax Democrats in Congress against Taft-Hartley repeal. Her conscience is clear. She has been mandated—by 456 farmers.

Even the "Daily Clintonian," a Republican newspaper admits that, "The vote against repeal is somewhat misleading since there was little response from industrial Vigo county, where publication of the questionnaire was not widespread."

A far more intelligent representative of Indiana people in the national Congress is Rep. John R. Walsh of Anderson, who has sent a news letter to all his constituents in the Fifth district, warning them not to be misled by the propaganda of various polls on repeal of the Taft-Hartley Act.

"These polls," said Rep. Walsh, "are slanted according to the wishes of the anti-labor pressure group that is paying for the questionnaire."

Not that Madam Harden's poll of public opinion was financed, though. It was too inadequate to cost more than a few dollars for postage.

FIVE POLIO PRECAUTIONS ARE LISTED FOR PARENTS

Warning that the 1949 polio season is "just around the corner," the National Foundation for Infantile Paralysis today issued a list of precautionary measures to be observed by those in charge of children during the epidemic danger period which usually runs from May through October, reaching its peak during the hot, mid-summer months. The five easy-to-follow health rules for children are:

1. Avoid crowds and places where close contact with other persons is likely.
2. Avoid over-fatigue caused by too active play or exercise, or irregular hours.
3. Avoid swimming in polluted water. Use only beaches or public pools declared safe by local health authorities.
4. Avoid sudden chilling. Remove wet shoes and clothing at once and keep extra blankets and heavier clothing handy for sudden weather changes.
5. Observe the golden rule of personal cleanliness. Keep food

tightly covered and safe from flies or other insects. Garbage should be tightly covered and, if other disposal facilities are lacking, it should be buried or burned.

The National Foundation also listed the following symptoms of infantile paralysis: headache, nausea or upset stomach, muscle soreness or stiffness, and unexplained fever. Should polio strike in your family, call a doctor immediately. Early diagnosis and prompt treatment by qualified medical personnel often prevent serious crippling, the National Foundation pointed out.

The organization emphasized that fear and anxiety should be held to a minimum. A calm, confident attitude is conducive to health and recovery. Parents, it said, should remember that of all those stricken, 50 per cent or more recover completely, while another 25 per cent are left with only slight after effects.

If polio is actually diagnosed, contact the chapter of the National Foundation for Infantile Paralysis serving your community. The chapter will pay that part of the cost of care and treatment which patient or family cannot meet.

CUT OUT AND KEEP FOR REFERENCE

MOVING TO NEW ADDRESS?

The U.S. Postoffice Department, under a new ruling, will no longer notify the publisher of The Indiana Teamster of your new address. It is now your responsibility. Unless you notify this newspaper when you move, the post office will suspend delivery of your newspaper after two issues.

FILL OUT THE FORM AND MAIL TO US!

Otherwise, you will not receive your monthly newspaper. Furthermore, your union will be unable to keep in touch with you on important union communications.

Effective immediately I am moving to a new address.

Name _____ Local No. _____

Old Address _____ City _____

New Address _____ City _____

(Clip out and mail to The Indiana Teamster, 28 West North St., Indianapolis, or to your local union office.)

AFL Teamsters Get Awards For Safety Records

The American Trucking Association, Inc. announced this week that drivers for Aero Mayflower Transit Co., Central Soya Co., Inc. and Bursley and Co., Inc. have been given awards for outstanding safety records.

Drivers for Aero Mayflower, members of Teamsters Local No. 193, Indianapolis, who received awards, were:

Asher E. Kennedy, Cary Hemminger, Gabriel Cox, Floyd M. Vester, Fred C. Boyer, Elmer G. Thiem, Troy Wethington, Herschel E. Grounds, Kenneth L. Kerr, Walker E. Massey, Franklin E. Dean, Charles M. McShirley, Clarence Powell, Gordon Dooley, Howard M. Smith, Sidney H. Adams, Henry R. Trent, Trelle O. Daniels, Roy Randall, Wesley G. Gordon, James Withrow, John Harris and Paul O'Conner.

Five drivers for Central Soya received awards at a banquet sponsored by the company at Riverview Gardens, while awards went to 16 drivers for Bursley and Co.

Driver's Conference Hears Explanation Of Wage-Hour Act

How the Wage-Hour Act affects members of the Teamsters Union was explained at the April meeting of the Indiana Conference of Teamsters by George Brickley, supervisor of the Wage and Hour Division at Indianapolis.

Mr. Brickley's territory covers all of Indiana except Lake County which is under the supervision of the Chicago office.

The Fair Labor Standards Act, Mr. Brickley said, covers persons producing goods in interstate commerce while the Public Contracts Act covers employees handling goods on government contracts of more than \$10,000.

He said that approximately three quarters of a million people in 13,000 Indiana establishments are covered by the wage and hour law.

Mr. Brickley emphasized that anyone having any questions concerning operation of the act should contact him at 342 Massachusetts Ave., Indianapolis.

In discussing proposed changes in the law now awaiting action by Congress, he pointed out that one amendment would make it apply to over-the-road drivers only, eliminating mechanics and loaders. Another proposed change is a boost in the minimum 40-cent hourly wage and a curtailment in the number of exemptions for retailers.



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Mayflower Driver Spends Happy Vacation In Dentist's Chair

By SWEDE CARLBOM

The homecoming of a Mayflower teamster, after three months on the road, is quite an event. Informed by our head dispatcher, Don Ledbetter, that I had 21 accumulated days, plus a week's vacation coming, with full pay, I decided to take off for home now, while things were a bit dull, to spend 28 days under the wings and care of a loving wife.

For almost six years I have had only skimpy stays at home. After a few days of rest and relaxation, time was always up to go back to work.

This time, with so many days at home, it surely was going to be different.

At Tucson, Arizona I sent a letter off to my lady-love in Chicago, telling her that I was to spend 28 days at home, was now homeward bound and would see her in a few days, and closed the letter with some soft stuff, how my heart was longing to be near her, etc., etc.

While driving through the desert, over the mountains and the Pan Handle, with a silly grin on my face, I thought of the glorious days ahead.

How we would spend the time in bliss and harmony—together! How we would forget the strife of an outside world and just talk about things concerning ourselves! How we would kid each other about the terrible mistake we made 35 years ago, when we hooked up together! She would laugh it off and serve me coffee in bed every morning, seating herself on the edge, pat me on the head and run her soft fingers through my seven hairs.

And I would slide underneath the bedding and sleep to noon, when she would call me for breakfast. Bless her heart!

At Bridgeport, Okla., I picked up my buddy, Lefty Davis, who was to take over my truck in Chicago.

Arriving in St. Louis I called my home over the phone but found no one there. Calling, the neighbor upstairs I was informed that my better half was out shopping, being highly thrilled over my coming long stay at home.

She was planning to hang Chinese paper lanterns all over the place and shoot off fire-crackers upon my arrival.

Lefty and I took off for Chicago that evening and arrived home in the early morning hours ahead of schedule, taking my lady-love unawares.

The paper lanterns and fire-crackers were still unpacked.

Lefty helped me unload my own paraphernalia. This took us three hours as I usually carry a half van load of my own stuff. (A reason why the big boss is continually harping over my non-production.) After unloading we had breakfast and Lefty took off.

For a while my beloved and I just sat, slurping coffee, talking about this and that. I noticed she was looking me over with scrutinizing eyes. Finally she blurted out: "You look like a shriveled up, moth-eaten trunk of a tree. It's high time you came home for a thorough going-over. Mercy me, how you have changed! Strip off your clothes this very moment and dump yourself in the bath tub for a good scrubbing. At nine we have an appointment with the corner dentist to have all those snags in your head knocked out. At three this afternoon a face-lifter will be here to see if there is a possibility to do something with that sagging pan of yours. At noon tomorrow we are to see Dr. Peterson about trimming the knots off your gnarled knees. About those squeaky joints of yours, I think I shall be able to get the squeaks out by giving you sewing-machine oil on your salads instead of French dressing. Now do as you are told, this instant!"

"But, Madam," said I, "after all, I came home to rest and relax."

"Hush," she said, "don't you dare oppose me." So off come the shoes and clothes. I was ducked into the bath tub and scrubbed mercilessly.

At 8:45 she took me by the hand and led me to the corner. At 9:00 I was strapped into a chair. A big, husky dentist, former football star, grabbed me by the top of my head and with a sadistic gleam in his eyes yanked all my remaining snags out. Sometimes just one and then two at a time, then one again and one, then two. It was a very unpleasant ordeal. My old lady sitting in the ante-room reading "True Love" stepped in and ordered the very best in uppers and lowers, with a transparent roof in the uppers. She then took me back to the house. She fed me toast soaked in hot milk. At noon she gave me two cups of barley broth.

At three in the afternoon a tall, lanky, well-dressed guy came in and measured my face from ear to ear. With a pair of calipers he went over my nose, mouth, jaw and brow. He examined my face and profile from all angles. He finally stepped off a few feet and for a while just stood there gawking at me. After a bit he shook his head and said in a rather sad tone:

"I am afraid, Mrs. Carlom, that this old goat of yours is beyond hope for any improvement far as his facial contour is concerned. I am terribly sorry, indeed, that I cannot do anything for you. My heart goes out for you to have a thing like that around, but after all, Mrs. Carlom, the old goat is getting up in age, and I pray, for your sake, that his days will be numbered!"

"With a gracious bow he bid her good-bye and departed. "Well I declare," said I, "who was him?" My wife gave me a sad look, sat down, buried her face in her apron and began to bawl.

That evening she poked a piece of ground-up steak mixed with mashed potatoes, down my craw and while my mouth was open poured some brown gravy after it. She was determined to have me well-fed.

The following day she took me to Dr. Peterson's office. He tapped the knots on my knees with a small mallet and said they were "Probosus Tuskhalis" and that all old goats get afflicted sooner or later. He said he would remove them at 10 the following morning by jerking them off with a wire loop.

I protested bitterly to both the doc and the old lady, saying I didn't care for any wire-looping of my knee-knots. That I preferred to keep them as long as they were round and smooth and not sharp enough to wear holes on the inside of my trousers.

My old lady was persistent, but I was persistent, too. So back home we went again and she fed me toast, soaked in hot milk.

I now began to realize that my old lady's vacation program was rather exhausting. Already I began to long to be back with my buddies on the road, none caring whether I had knots all over, neither if my joints squeaked, my mush-mouthed smile would be taken for granted.

While my beloved was out shopping I called our parking lot and asked if my van was there; if it was, could I have it back. But, alas, it was gone.

Knowing full well that my beloved better half is planning everything for my own good and for my personal future, in health and appearance, I sit here, mush-mouthed, slurping barley soup, in deadly fear that my lady-love will discover some new bump and drag me out to a doc to have it trimmed off. So long, boys.

Muncie Boys' Club Praises Teamsters for Hauling Paper

More about that waste paper collection in Muncie.

The Muncie Boys' Club is all praise for Pat Mahoney and the Teamsters of Local 169, who helped in the paper collection, as pictured in the April "Indiana Teamster."

A statement released by the Club's management says:

Eight hundred dollars for the local Boys' Club and a host of friends were made by the Muncie Teamsters' Union in their city-wide scrap paper collection project April 20-21. Under the direction of D. E. Mahoney, secretary-treasurer of Muncie Local No. 369, 15 trucks and drivers were secured from various trucking firms to cover every street within city limits to pick-up bundles of old newspapers and magazines from front steps and porches. Boys' Club members carried the stacks of papers to the waiting trucks.

One hundred seventeen tons of paper were gathered in the two-day drive which was so well-organized that only 45 call-backs had to be made to pick up paper which was missed—and that in a city of 60,000 people. The proceeds from the project were designated for the shower-room unit of the new Boys' Club building scheduled for construction in April of 1950.

Local Teamsters had previously made a gift to the Building Fund, which now stands at \$113,000, but wanted to do more for their part. Back in November, Pat Mahoney started the idea of a city-wide paper drive as another contribution by the Teamsters. Plans were made in detail with Boys' Club director Ray Bogden and arrangements began to shape up. Printed door-knob hangers, 10,000 of them, were distributed throughout the city by Boys' Club members announcing the collections. Fifteen trucks were donated through the Teamsters' office, and over 100 older Boys' Club members volunteered to work on collections. Then, publicity began in the newspapers—articles appeared every day for two solid weeks. Radio station WIBC made spot announcements and newscasts through the same period. Large posters were mounted on the sides of trucks informing the public of the drive. The Mayor proclaimed "Paper Collection Days," and other officials, including the fire chief, endorsed the drive.

Collection Days began with a "Kick-off Breakfast" at 7 a. m. for the drivers and the boy volunteers. After a briefing by Mahoney and Howard Wilhoit, a Teamsters representative, the trucks were off to zones on the north side of town. The two teamsters' officials acted as traffic directors in the yards of the scrap dealer receiving the truck loads. A hot lunch was served to all the workers and collections continued till 5 o'clock closing time.

Next day, the south side was tackled and huge loads ranging up to a semi-trailer load of 13,000 pounds were brought in. Fifty-six towering truck loads in all were weighed in before closing the second day—233,780 pounds of paper. Four pictures appeared in the local papers and the radio carried up to the hour reports of collections. Everyone had high praise for the Teamsters' and the other cooperating persons. Not a fender was scratched nor was a first aid case received.

The local Teamsters' Union enjoyed the finest public relations that could possibly be achieved. Two editorials were written about the drive and in hundreds of other ways, the public was reminded that there was a Teamsters' Union in Muncie and they were interested in its youth. Then, too, the union members had shown

THIS LAUNDRY IS 100% UNION

MICHIGAN CITY—The Thode Laundry and Drycleaning, agent for the New Way Laundry, at 111 West Fifth St., is 100% union.

The plant is union, and so is the driver. Ed Thode is the only 100% union driver in LaPorte county, including the beach area, Michigan City, Porter and Tremont.

Thode said he will appreciate labor's patronage. He said his work is guaranteed, it's quality work, and three days' service.

Collars are turned free, handkerchiefs pressed free, and repair work on bachelor's bundles are done free. The plant boasts the most modern and newest equipment.

Aid Promised Riley Hospital

The campaign to raise a million dollars to support research activities at the James Whitcomb Riley Hospital for Children in Indianapolis this week had the full support of the Indiana State Federation of Labor.

In a communication sent to all central bodies and local unions, AFL members in Indiana were urged by the Federation to give generously of their money and time in backing the fund-raising campaign.

The letter, accompanied by a booklet explaining the objectives of the Research Fund Campaign, was signed by President Carl H. Mullen of the Federation, Secretary-Treasurer John Acker, and AFL Regional Director Hugh Gormley.

LOCAL 135 BROTHER DIES

James Harvey Garshwiler, 65, a member of Teamsters Local No. 135, Indianapolis, died in an Indianapolis nursing home last week. He had served as Republican committeeman of the First Precinct, 13th Ward, 10 years. Survivors are the widow, four sons and seven grandchildren.

Fatal traffic accidents on Hoosier streets and highways the first four months of 1949 are running 20 per cent ahead of 1948, state police safety officials reported last week.

A total of 307,867 trucks went to the scrap pile last year as compared with the 24-year average scrapping rate of 249,602 annually. The high mileage war years, plus the return of the buyer's market put the high number of trucks on the scrap heap. R. L. Polk & Co. said in an annual survey on truck scrapping.

To Officers and Members of 188:

The flowers you sent to me at Vets Hospital were beautiful.

They gave the other organized vets in Ward 4 a big bang—and the non-union brethren something to think about.

Thanks a lot!

—Scott Armstrong.

their civic responsibility in a successful fashion.

Ray Bogden, executive director of the Muncie Boys' Club, was high in his commendation of the Teamsters' Union who sponsored this project for the 930 boys who are active members of the youth organization. D. E. Mahoney headed up the sponsoring committee with Howard Wilhoit, Ed Smith, John Moffield, David Houk, Russell Miller, and Charles Holliday assisting with the numerous details. Hats off to the Muncie Teamsters' Union for their fine work!

5 TRADE DIVISIONS OF IBT FORECAST AT CHICAGO MEETING

The Teamsters International Union completed the establishment of national trade divisions covering all phases of its jurisdiction, for the purpose of inaugurating a great organization drive, at a series of conferences in Chicago, Ill., April 24 to May 2.

The conference was attended by business representatives of practically all Indiana locals.

The meetings made up the Third General Organizing Conference called by Vice-President Back on instructions from General President Daniel J. Tobin and the General Executive Board. Five new national trade divisions will be chartered as a result of the conference. They are:

The National Bakery Drivers Conference, the National Conference of Federal, State and Municipal Drivers, the National Chauffeurs and Taxicab Drivers Conference, the National Cannery Workers Conference, and the National Building Materials and Construction Drivers Conference. Each conference selected a chairman and a secretary and named a Policy Committee to direct the organizing activities on a national basis.

In addition to these new national trade divisions, the National Conference of the Fresh Fruit, Vegetable and Produce Industries held its second general meeting and its delegates took part in the general sessions. This division also held important meetings of its Policy Committee, out of which came steps to promote organization work.

The National Warehouse Conference Policy Committee also met and discussed organization plans and re-

Here are Basic Qualifications For All Interstate Teamsters

Every new driver hired by a motor carrier must have a doctor's certificate which the carrier must file in his office. According to Interstate Commerce regulations, the following are minimum qualifications:

1. No loss of foot, leg, hand, or arm.
2. No mental, nervous organic, or functional disease likely to interfere with safe driving.
3. No loss of fingers, impairment of use of foot, leg, fingers, hand or arm, or other structural defect or limitation likely to interfere with safe driving.
4. Vision must be 20/40 (Shellen) in one eye, 20/100 in the other, with or without glasses; ability to see red, green, yellow; form field of 45 degrees.
5. Adequate hearing.
6. Not addicted to liquor.
7. At least one year's experience in driving an automobile.
8. Competence in driving.
9. Knowledge of ICC rules and regulations for driving.
10. Not less than 21.
11. Able to read and speak English.

Terre Haute (144) Teamster Named Driver of the Month

(Continued from Page One)

a deadly interpretation of the game of crack-the-whip into play. Tanks and fifth wheel were torn from their moorings, the cab was crushed, and Driver Brown was thrown out through a door that had sprung open. He landed on the shoulder, knocked senseless. Fortunately, the equipment did not overturn on him.

As Mr. Brown regained consciousness and began setting out flares around his wrecked truck, he could not help but feel some righteous wrath. Because of another persons' violation of a fundamental of highway safety, the truck driver had narrowly escaped death and his equipment with which he earned a livelihood was badly damaged. What's more, Mr. Brown had been entertaining hopes of gaining recognition in his chosen profession of competing in the driving contest to be held under sponsorship of the trucking associations later this year. Since each participant must have an accident-free record for the entire year preceding his competition, this driver's chance to compete had been spoiled, even though the accident be non-chargeable against his record.

However, he felt compensated by the expressions of sincere thanks and gratitude received from the occupants of the other vehicle—five soldiers who were due at Camp Breckenridge, Kentucky, at 6 a. m. that morning.

They gave Driver Brown an affidavit to the effect that he was not to blame in any way. But they couldn't set his equipment back on the highway so that he could go ahead carrying goods for the public, nor could they wish him into the winner's circle when finals of the Roadco have been run.

Nevertheless, Leon Brown will be one of the drivers called to the front for introduction and recognition when a ceremony honoring Indiana "Drivers of the Month" is held at the next state trucking convention.

counted progress made in the last few months. The National Automotive, Petroleum and Allied Crafts Division and the National Dairy Conference also held Policy Committee sessions.

More than 750 delegates were present when Vice-President Beck called the first general session together in the Morrison Hotel on Wednesday, April 27.

Why People Are Afraid To Ride In the Scab Cabs of Indianapolis

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(Sutton was fined \$10 in police court.)

INDIANAPOLIS STAR

United Cab Driver Charles Shinkle, 24 years old, 806 Grove Ave., was charged with reckless driving and failure to obey an automatic signal when his cab was struck by a private car at the intersection of Blake and New York Sts. Shinkle's passenger, William D. Gillis, 30, 4830 West Morris St., was treated for head lacerations at General Hospital. The driver of the private car, James Nibbs, 21, 216 Bright St., was not injured.

INDIANAPOLIS TIMES—MAY 9

A suspended "bootleg" cabbie made the mistake of committing a traffic error in front of a police car yesterday and ended up with four charges against him.

Capt. Ralph Chambers and squad stopped Creamers Thurston, 43, of 458 W. 13th St., in the 1200 block North Senate Ave. after they said they saw Thurston turn into traffic without giving a hand signal. On investigation the officers added charges of driving a taxi without license and of driving a cab without cab driver's license.

Checking the car they found 10 half-pints and two pints of whisky and four half-pints under the hood, adding a charge of violation of the 1935 beverage act.

INDIANAPOLIS TIMES—MAY 5

A United cab driver was killed this morning when his car sideswiped another taxicab, bounced off a utility pole and smashed into a concrete retaining wall at the Maryland St. and Virginia Ave. railroad overhead.

CONGRESSIONAL ROAD BLOCK





THIS IS YOUR EMBLEM TO PATRONIZE

Members of Local Union 716 Vote to Strike if Necessary

(Continued from Page 1)

Carlson, union president; Harry Hudson, secretary-treasurer, and Glendon L. Anderson, assistant business representative.

Other members of this committee are:
Dave Berger, representing electrical drivers.
William Graham, plumbing drivers.
Ervin Lutz, glass drivers.
Sam Brummit, construction drivers.
Cecil Elliott, individual owner operators.

At a recent meeting, held at 28 West North street, the members voted to strike if necessary to obtain a new working agreement. Time of the strike call was left entirely to the union committee.

The union has sent a letter to the association expressing a desire to have another meeting at any time concerning all phases of negotiations.

Regarding a recent newspaper article quoting Chairman Berling as stating that the building trades had granted a 30-day extension of the negotiating period, Mr. Carlson said that Local 716 has granted no such extension.

PERSONALS

Officers and members of Local 716 are sorry to know that Brother Ben Anderson is confined in the U. S. Veterans Hospital.

Brother Ernest McCoy is the father of a new baby boy, born recently to Mrs. McCoy in General Hospital.

OUR GROUP INSURANCE

The number of delinquent members of Local 716 is beginning to reach proportions seriously threatening to affect our group life insurance policy carried with the Union Labor Life Insurance Co.

Every member knows his obligation is to keep his dues paid on or before the first day of the month to be eligible for this insurance.

This is not directed, of course, to members who conscientiously pay their dues on time. But—to you and you who do not pay on time!

The officers of this local have succeeded during the last year and up to the present in convincing the insurance company that members of 716 would endeavor to cut down the amount of delinquency during the year of 1949.

Let's all try to make a better showing in '49 than we did in '48 in the number of members eligible for our insurance plan!

HAVE IT DELIVERED

Members of the Teamster unions are urged to stress home delivery of the goods they purchase. Milk drivers, laundry drivers, store drivers, all earn their livelihood on home deliveries. Members of unions progress when standards of living are high, when purchasing power is strong among them. Cut-rate prices mean cut-rate wages. Home delivery of milk and store purchases is the safest and most convenient way.

Truck Thieves More Active Than In 1948

The year 1949 will probably see another all-time record in truck, cargo thefts and hijackings, with a possibility of at least 7,000 vehicles being taken, cargo and all.

This warning was sounded by Jack Seide, president of Babaco Alarm Systems of New York, speaking before the annual meeting of the Freight Claims Section of the American Trucking Association.

"During 1948, truck cargo thefts and hijackings reached a new high mark," Mr. Seide said. "Our preliminary estimates indicate that 6,500 trucks and trailers were stolen with cargo loss of more than \$35,000,000. This year, truck shipments are running 15 per cent ahead of last year. Their values are high. Even with the same theft rate, losses would be higher. Actually, a higher theft rate is anticipated, as crime is reported on a stepped-up scale nationwide.

"The 1948 theft losses would have been even larger were it not for the truck burglar alarm protection covering \$25,000,000,000 of the most valuable, most sought-after goods moved.

"During the past year, hijackers developed several new markets. Television came into the loss column in a big way for the first time. Whole loads of television sets were taken. Steel, copper, electrical goods, eggs, meats, victrola records, even textbooks were on the year's loss list.

"No. 1 target of the hijackers continued to be textiles and clothing, with several thousand truck loads of these items stolen.

"Every kind of cargo was stolen and in almost every section of the country. New York City naturally led in theft totals, as that city has the greatest concentration of high valued truck movements. But cities from coast to coast were hit. Even small towns far from metropolitan centers were the scene of truck thefts and hijackings, as the crooks followed shipments closely and discovered the most vulnerable points to strike.

"Jump thefts were in increased volume in 1948 and are already reported in even greater volume this year. These are the thefts where loaded, unattended trucks are stolen and where trailers are hauled away by hijackers who operate their own tractors. Some of these involved \$50,000 to \$75,000 loss per load. The average loss in such cases is considerably higher than the over-all average.

More than 71 per cent of the nation's poultry is transported by truck.



Look-See with 233

By BIG ED and LITTLE ED

Vice-President William Osborne has been off sick from the Indiana Terminal Cold Storage Co. for several weeks but is now on his way to recovery.

Remember! Regular Meetings are suspended during the vacation months. Next Regular Meeting September 7, 1949. Watch your bulletin board for Special Meetings.

The meat contracts are settled. Kingan, Stark and Wetzel and Swift's contracts are signed for another year. Wage increases and many fringe issues obtained.

Brother William Anderson of Indianapolis Warehouse passed away following an accident. The officers and members express their deepest sympathy to his loved ones.

The independent grocery agreements are settled. Bessire, J. P. Michael, J. C. Perry and Geo. Hitz & Co. (Geo. Hitz & Co. and Jagers Grocery Co. have merged), have granted increases—reopening clauses and other fringe issues.

The little Indian Business Representative whose initials are G. A., from Local 135, has a problem. Someone completely disarranged the interior of his automobile, which made him very unhappy. If anyone has any information concerning this please notify the president or recording secretary of Local 233. So far no reward has been offered for the apprehension of the culprit.

President Leo Bauer was in Methodist Hospital for several days for an operation on his nose. In his accident a year ago his nose was injured and his breathing impaired so an operation was necessary. At this writing Brother Bauer is still in the hospital and we all hope a speedy recovery.

97% of Laundry Drivers Hurry to Join Teamsters Local 188

(Continued from Page 1)

tory of Indianapolis journalism.

Newspaper reports, with few exceptions, have stated point blank that the drivers were being forced into the union without their consent, being made to accept collective bargaining for more pay and better working conditions whether they wanted these or not. It was undemocratic and just too damned bad about these victims of an agreement to put the laundry and dry cleaning industries in Indianapolis on a basis compatible with other well run industries.

The master mind behind all these stories has a reason of his own for wanting to gum the contract and the gullible reporters and their editors are letting him get away with murder.

Otherwise why don't they ask, why all the hullobaloo? Why so much front-page publicity for an unimportant CIO squad leader and a preacher, who are placed in the picture only by good ghost writing?

This indignation committee of three is trying to have the NLRB assume jurisdiction and void the contract. But the NLRB disclaimed any jurisdiction over the Indianapolis laundries two years ago when Lux fired half its drivers for joining the Teamsters, which was clearly an unfair labor practice, warranting prosecution if the NLRB wanted to assume jurisdiction over the industry.

What the newspapers haven't explained is that the drivers, and many inside workers have wanted all along to be organized but have been afraid of losing

their jobs if they talked union.

Up to the time their employers signed with the AFL these employers were anti-union and were known to be hiring stool pigeons from a local fink agency to work among them and report agitators. Until the signing of the contract it was worth any man's job to think of more pay or fewer hours or anything else going to union labor.

The employers were well aware of this attitude on the part of their workers and signed with the AFL knowing full well that the workers would accept with no complaint what amounts to a bonus for each of them. The vote of the drivers proves this to be true.

As explained in our last edition the laundry contract is for seven years and was signed at the Columbia Club, Indianapolis, between the International Brotherhood of Teamsters, the Laundry Workers International Union and the International Association of Cleaning and Dye House Workers (AFL) and the Indianapolis Cleaners and Launderers' Club.

BYERS EXPLAINS

Addressing members of the Indianapolis Labor Fellowship Club at the April luncheon at the Hotel Lincoln, Mr. Byers said:

"We will win this fight just as we have won every battle in the past. And the laundry workers will be much better off as the result."

He charged that the issue had been slanted to make it appear as a fight between the CIO and AFL unions.

"As a matter of fact," he said, "it is a fight between the unions and the Associated Employers of Indiana. The employer group is fighting the contract because they don't want unions to get a foothold in the service trades in Indianapolis. We are now making a start and the employers realize it. They are opposed to all unions."